

ALVINA ANDUSSIES
310 SEA PINES RD
BELLINGHAM, WA 98229
KANDUSSIES@YAHOO.COM
TEL: 360-738-6927

JAN 08, 2013

GPT/BNSF Custer Spur EIS Co-Lead Agency
1100 112th Avenue Northeast, Suite 400,
Bellevue, Washington 98004

To whom it may concern

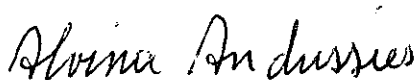
I live close to the shores of Chuckanut Bay in Bellingham WA and close to the BSNF rail line on which up to 18 additional daily coal trains (9 full, 9 empty) would travel if the Gateway Pacific Terminal were built. I request that the GPT Environmental Impact Statement encompass the entire transportation corridor so that communities along the rail and marine routes are given due consideration. Questions that concern me, and which objective, rigorous and comprehensive studies should address include:

New rail infrastructure near or through the Edgemoor neighborhood

Washington State Department of Transportation planning documents have highlighted the need for a new, active rail siding should train traffic increase to GPT levels. The documents indicate that the preferred siding location stretches between mileposts 92 to 98 along the Bellingham waterfront running north from Fairhaven. However, BNSF has not disclosed the siding location. One possible alternate location identified is south of Bellingham, through the Edgemoor tunnel, across the trestle on Mud Bay and along Chuckanut Bay. This is our location and could directly impact our us with higher exposure to diesel particulate matter and fugitive coal dust as trains idle on the active siding. A new siding running north from Fairhaven would also potentially affect our daily lives. The questions we request be studied in relation to new rail infrastructure in our areas are:

- What is the precise location of the new siding?
- What are possible adverse impacts of the siding for us living here, including increased diesel emissions in our area, an increase in fugitive coal dust and noise implications?

Sincerely,



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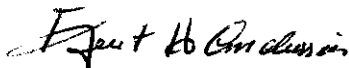
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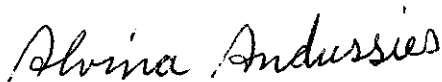
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NOISE

While there are many sources of noise from trains (high-pitch screeching, idling engines; moving cars, etc.), horn sounding is the most significant. Federal rules governing the blowing of locomotive engine horns require that engineers of all trains sound horns for at least 15-20 seconds at 96-110 decibels (dB) at all public crossings. Decibels in the range of 80-105 are labeled extremely loud, whereas those above 105 are dangerous. Decibels are logarithmic, meaning that 100 decibels is ten times as loud as 90, 110 decibels is ten times as loud as 100, and so on. While impacts to quality of life from repeated loud noise are self-evident, chronic noise exposure has proven adverse health effects, including impaired sleep and cognitive function, and cardiovascular effects.

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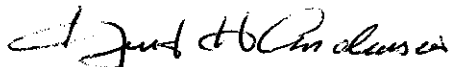
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Increased train noise and vibrations

The 18 trains a day required to serve the GPT terminal would more than double existing train traffic levels in our area. For this reason, we request that the EIS address the following questions:

- § · What would this increase in train traffic mean for the level of train noise from horns, screeching and rumbling in our neighborhood, particularly for us living adjacent to close proximity to the tracks?
- § · What are the potential sleep disturbances and/or other negative health impacts that may be associated with this increase in train traffic?
- § · What risks would the increase in vibrations from heavy coal trains pose to structural integrity of homes and properties along the waterfront and the stability of the bluff?

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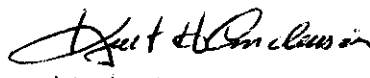
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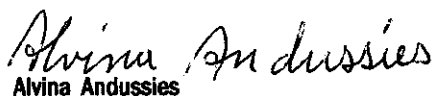
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Property values

We are concerned about the very real possibility of decreased property values as a result of increased coal train freight traffic. A recent analysis by The Eastman Company, of Seattle, WA determined that for properties located north of Everett, the impacts of GPT traffic on single-family residences in close proximity like ours to the BNSF tracks could be considerable: "The applicable range of diminution in value for single family residences, the property type expected to suffer the most severe impacts, has been concluded to range from five to twenty percent of market value. Our neighborhood encompasses many properties that are precisely the most vulnerable to decreases in market value. We therefore request that the following be studied:

- What is the anticipated impact of GPT freight traffic on our Edgemoor property values?
- What is the associated decline in the value of the City's tax base?
- How will the property owners be compensated for any losses?

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1. Air Quality

Pollutants, weather, wind patterns and topography all affect local air quality. Accurately predicting the effects of the Gateway Pacific Terminal on the air we breathe, and thus on *public health*, will require much good science. Both the means of transporting coal and the coal itself present potential air quality challenges. Diesel particulate matter emitted by the coal trains and ships; fugitive coal dust from the trains and from storage at the port site; and the toxins that blow over the Pacific to the West Coast of the US from coal combustion in Asia, are all cause for concern with regard to regional air quality and the resultant health effect on humans who breathe that air

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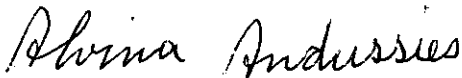
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